

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT
MERCHANTS.IMPORTERS, BLENDERS
AND BOTTLERS.

ALEXANDRA BUILDINGS.

CHAMPAGNE
DE
ST. MARCEAUX
& CO., REIMS.

VIN BRUT: AND VERY DRY.

Per Case 1 doz. Quarts \$50.00
Per Case 2 doz. Pints \$33.00A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

130

NOTICE TO CORRESPONDENTS
Correspondents must forward their names and addresses with communications intended to be addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous or signed communications that have already appeared in other papers will be inserted. Orders for extra copies of "Daily Press" should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies. Cash Telegraphic Address: Press, Codes: A.P.C. 4th Ed. Lieber's P.O. Box, 88. Telephone No. 12

HONGKONG OFFICE: 10A, DES VENUS ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 1ST, 1906.

INADVERTENTLY, a footnote we had prepared for our earliest telegram of February 26th, announcing the massacre at Nanchangfu, in Kiangsi, was mislaid and omitted. We had intended to point out that while publishing that telegram, we could not countenance the careless suggestion in the words, "the magistrate either committed suicide, or was attacked and killed by the French priests." It is always difficult to get straightforward evidence from the interior, and when it comes via Shanghai, it must be expected to become further entangled. In this case, we suspect similar wickedness to that which inspired the scandalous story in connection with the "Lienchow" massacre. A statement that French priests did kill this Chinese magistrate would not have appeared so transparently malicious; it might be hearsay, it might be a mistake, it might even be true. But after careful contemplation of the moral aspect of this incident, we have no doubt, which is the more vicious and wicked, a French priest guilty of a Chinaman's death, or the man (presumably also a teacher of men) who first penned those words, "either committed suicide or was attacked and killed by the French priests." The very insolence of that, we think, betrays its origin. It is not certain, according to our message, that the Chinese magistrate was murdered at all; but if he was, the murder must have been committed by the French priests. That is what it says, and obviously, that would be the remark of some person who did not love the French priests. Another account says "a Roman Catholic" stabbed the magistrate. This we would read as indicating a native, which is much more likely.

to have been the case, from all that we have been hearing of the modern temper of the native populace. If the proof of the religious origin of the massacre depends upon this, our idea that religion had nothing at all to do with it is likely to remain unassailed.

We may mention, mainly to show our absolute impartiality, in the premises, that the difference between a Chinese Roman Catholic and a Chinese Protestant is something less than the difference between Tweedledum and Tweedledee. This expression of opinion should avert us from the suspicion (which would be unwelcome) that we hold a brief for the French or any other priests. It is the instinct of justice and fairplay which prompts our protest against these contemptible and frequently recurrent allegations against a body of men whose doctrines, more than their conduct, are unpalatable. It is unnecessary to invent religious differences to account for the outbreak, in view of the present condition of China. The position has been explained over and over again; how the proletariat still dislikes the foreigner, and is drawing a false moral from Japanese success; how the young students, whom a little foreign learning seems to make mad, have been inflaming their illiterate countrymen with iconoclastic patriotism. In addition, there is especial significance in the report that for some time previous there had been "much indignation" everywhere along the line from Kwangsi (through Kiangsi) to Peking because of the presence of three thousand French soldiers at Lungchou.

Welshmen in the Colony celebrate St. David's Day by a dinner to-night.

Twenty one undesirables, deported from the Straits Settlements, passed through the hands of the local police yesterday.

Two fresh cases of plague were reported yesterday, bringing the total for the two months of 1906 up to 32. One proved fatal.

At the Union Church Literary Club to-night Mr. J. L. McPherson will read a paper on "Books and their worth." Mr. J. R. Wood will preside.

A Board of Officers will assemble at Mount Austin Barracks to-day for the purpose of investigating the cause of a fire which occurred in the armourer's shop.

The Texan General, Alvarado, is sent to patrol along the frontier, and the Government are now considering the matter.

Lieut. C. E. Borton, 129th Baluchis, passed the obligatory test in Putshu in accordance with Army Regulations (India) at an examination held in the South China command on the 26th ult.

The gun practice arranged for yesterday was cancelled, but Orders announce that it will be carried out on Friday (in conjunction with combined practice from Stonewall's) in a Westerly direction by No. 4 Coy H. K. S. B. R. G. A.

The profit and loss account and balance sheet of the Osaka Shosen Kaisha, Limited, for the half year ending 31st December, 1905, has just been issued. A net profit of Y146,537 is shown on the six months' working after Y808,000 has been carried over to the reserve and depreciation funds.

It was rumoured in the city yesterday that the E. and A. Co.'s Australian had gone aground in the Torres Straits. From inquiries made at the agents, Messrs. Gibb, Livingston and Co., we learned that she did touch bottom, but was not seriously damaged and is expected to arrive here on time.

The Tokyo Municipality has decided to obtain a loan of Yen 10,000,000, from America, for improvements to the water supply, harbour, and other public works. Negotiations are being conducted by Baron Shibusawa, Director of the First Bank, and Mr. Soeda, of the Industrial Bank, with American capitalists.

By kind permission of Lt.-Colonel C. H. U. Price, D.S.O., Commandant, and Officers of the 129th D.C.O. Baluchis, the Band of the regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 4 p.m.—

March ... "The Daughters of the Guard," Stuart Overture ... "Flotte Burlesco," Suppe Selection ... "Panzer Faces," Poma Song ... "The Duchess of Dantzig," ... Caryl Valve ... "Niagara Roses," Berger Sonate ... "The Forsters," Eilenberg

By kind permission of Lt.-Col. Aitkin and Officers the Band of the 11th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday evening (weather permitting):—

March ... "The Sirdar," ... A. Beer

Overture ... "Juana," ... Suppe

Waltz ... "I'm a Puss," ... Berger

Selection ... "Guy Blas," ... Lutz

Song ... "I Dreamt a Dream," ... Cooke

New Round Dance "The Voleta," ... Morris

Dinner Menu—Hors D'Envers—Scotch Eggs on Toast. Soups—Turtle, Vegetable, Fish

Boiled Canadian Salmon and Butter Sauce. Entrees—Roast Pigeon on Toast, Roast Mutton and Macaroni Pudding. Pate de foie gras en Aspic. Curry—Minced Beef. Joints—Roast Australian Leg of Mutton and Current Jelly. Roast Asparagus and Ham. Cold Meats—Canned Beef, Soused Pig's Feet. Salad—A la Germaine. Vegetables—Boiled Potatoes, Mashed Potatoes, Beans, Cabbage, Boiled Rice. Entrées—Victoria Pudding, Almond Tartlet, Strawberry Ice Cream, Fruit and Fudge Cakes. Cheese, Tea, Coffee. Preserved Ginger.

It is reported that Baron Sayematsu, who was in England as Special Envoy throughout the war and recently returned to Japan, will be appointed Ambassador to Rome.

The Waiwupu has received an extraordinary message from the Governor of Hunan, that the British Consul, acting under instructions from the British Minister, has notified Mr. Bennett that he must leave Changsha city.

Japanese shipowners says the Nagasaki Press are experiencing some difficulty in profitably employing the steamers released from Government charter. The North-China ports being not yet free from ice add to their embarrassment. Many of them are contemplating running their vessels to Vladivostok as there is plenty of cargo and a fair number of passengers, but the rates are being considerably lowered by the competition.

According to certain newspapers, the Japanese Government intends introducing a bill into the Diet to alter the ratio of silver to gold which was fixed when the gold standard was established in 1890. It is proposed to change the ratio from 28.75 to 23. This alteration will entail changes in the present silver coinage. The fifty and twenty sen pieces will be lessened in weight and size by about one-third. The ten sen pieces, however, will not be altered, as a reduction in their size might be found inconvenient. It is understood that the proposals are made partly with a view to making the fifty sen and twenty sen pieces more suited for convenient use and partly to secure a truer equilibrium between the ratios. As the value of the fifty and twenty sen coins now current is about Y5,000,000, the profit which the Government will ultimately obtain by lessening the weight is estimated at about Y16,000,000.

SUPREME COURT.

Wednesday, February 28th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

THE PEAK TEAMWAY LITIGATION.

The action at the instance of D. E. Brown and others against the Hongkong High Level Tramway Company and Messrs. J. D. Humphreys and Son was called to-day, but after consultation between the parties the case was adjourned till Monday, 12th March, owing to the illness of Mr. Ewens, the principal witness.

POLICE COURT.

Wednesday, February 27th.

BEFORE MR. F. A. HAZLHORN (CHIEF POLICE MAGISTRATE).

A QUESTION OF BOUNDARY.

Mr. P. W. Goldring (of Messrs. Bruton, Hett and Goldring) proceeded against eight Chinese fishermen on a charge of stealing oysters from the beds at Deep Bay.

Mr. A. J. Gardiner (of Mr. O. D. Thomson's office) appeared for the defendants, who pleaded not guilty.

Mr. Goldring applied for an adjournment of the hearing as he had been unable to get the requisite plans. It was a question of boundary.

The application was granted, each defendant being admitted to bail in the sum of \$50.

CAUGHT IN THE ACT.

Detective Sergeant Torriff charged a coolie with stealing an umbrella from the s.s. Hongkong.

The detective stated that while on duty on the Praya he saw the defendant jump through the port hole of the Hongkong as she was leaving the wharf. He carried two umbrellas. At the same time he heard someone on the steamer shouting "stop thief," and arrested the defendant. The steamer put back and defendant landed and identified his umbrella.

The defendant was found guilty and sentenced to three weeks' imprisonment with hard labour and six hours' stocks. His Worship also recommended him for banishment.

FIGHTING.

At the instance of Inspector Collatt two natives were charged with fighting in Des Vaux Road West.

His Worship (to defendants)—Were you fighting?—No.

The lunkong who arrested defendant was called and said they were fighting when he appeared on the scene. Both men's noses were bleeding.

First defendant—Yes, your Worship, the second put ched me on the nose.

Second defendant—And the first punched me the nose, your Worship, and made it bleed.

His Worship—You will each pay a fine of \$5, or go to gaol for fourteen days.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

PREVENTING JUSTICE.

His Worship delivered judgment in the case in which Lo Lui Chan, Lo Cbi San and Lo Kai Hing were charged with unlawfully conspiring, contriving, confederating and agreeing with Lan Chi San and others to obstruct, pervert or defeat the due course of public justice.

Mr. P. W. Goldring (of Messrs. Bruton, Hett and Goldring) prosecuted, and Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixey (of Mr. John Hastings' office), represented the defendants.

His Worship said he had considered the authorities in the case, and would commit the defendants for trial.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE MASSACRE OF
MISSIONARIES.

SHANGHAI, February 27th.

The Missionary refugees from Nan-chang, numbering 33 in all, arrived at Kewkiang to-day.

The French gunboat *Descartes* and the American gunboat *Quiroz* left Shanghai to-day for Kewkiang where they will join the British gunboats *Clio* and *Teal*.

FRANCE AND GERMANY.

FURTHER POURPARLERS REFUSED.

LONDON, February 27th.

France has refused further pourparlers with Germany with reference to the Morocco question.

KING EDWARD VII.

LONDON, February 27th.

The King stays in Paris two days on his way to Biarritz.

THE SOUTH AFRICAN MUDDLE.

LONDON, February 27th.

Lord Milner says he cannot now think of the future of South Africa without great anxiety.

The Stock Exchange is depressed, and African mines falling rapidly.

GREAT STRIKE AT DUNDEE.

LONDON, February 28th.

Upwards of 23,000 jute mill operatives have gone on strike to-day at Dundee.

THE FRENCH BANK FRAUDS.

LONDON, February 28th.

Galley, the French bank clerk, who twice

large sum of money, hired a yacht, and sailed in it to South America, whence he was extradited, has been sentenced to seven years' imprisonment. Madam Merelli, an actress, who was the companion of his voyage, has been acquitted.

MARRIAGE OF PRINCE EITEL
OF GERMANY.

LONDON, February 28th.

The marriage of Prince Eitel Fried- rich, second son of the Emperor of Germany, took place to-day.

[REUTER'S SERVICE.]

THE MOROCCO CONFERENCE.

LONDON, February 26th.

It is stated in Vienna that Austria and Russia have endeavoured to induce Germany to meet the demands of France in regard to policing Morocco, and that Austria will not support Germany unless Germany changes her policy.

ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Captain's Cup and May Cup was held on the 25th February, when the following returns were made:

CAPTAIN'S CUP.

* Mr. W. W. G. Ross ... 88 — 12 = 76
Mr. T. B. Norris ... 90 — 9 = 91
Mr. J. Clarke ... 83 — 1 = 82
Mr. C. M. G. Burrow ... 82 + 1 = 83
Mr. H. Wilson ... 101 — 18 = 83

* Winner of Cup and Pool.

MAY CUP.

* Mr. P. Tester ... 105 — 18 = 87
Mr. C. H. Gale ... 106 — 15 = 91

* Winner.

THE THEATRE.

The Bandmann Opera Company again demonstrated their all round excellence by a brilliant performance of "The Little Michus" last night. This, the fourth selection of their repertoire, met with golden opinions from an appreciative audience, who enjoyed the choruses and solos and revelled in the jokes and funny antics of Mr. Harry Cole as Begnol. All the artistes were in good voice and form and certainly emphasized the claims to popularity which this comic opera undoubtedly possesses.

Encores were numerous, and the performance was throughout punctuated by hearty laughter and cordial plaudits.

THE CITY HALL.

The annual meeting of shareholders and subscribers to the City Hall was held in the Hall last evening. Hon. Mr. C. W. Dickson presided, and there were also present Hon. Mr. H. E. Pollock, and Messrs. H. N. Mody, N. A. Siebs and F. B. L. Bowley (secretary).

The secretary having read the minutes of the last annual meeting,

The CHAIRMAN said:—Gentlemen,—

SHIPBUILDING AT HOME AND ABROAD.

From Mr. John Lambert, Lloyd's agent at Hongkong, we have received a copy of the Annual Summary of Shipbuilding at Home and Abroad for the year 1905. As it affords very interesting reading showing that we are more than holding our own in this important industry, we give the following from the report—

UNITED KINGDOM.

During 1905, exclusive of war ships, 735 vessels of 1,623,168 tons gross (viz., 737 steamers of 1,604,798 tons and 58 sailing vessels of 18,372 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 28 of 120,801 tons displacement. The total output of the United Kingdom for the year has, therefore, been 823 vessels of 1,72,969 tons. War ships are excluded from consideration except where they are specially mentioned.

The output of merchant tonnage in the United Kingdom during 1905 shows the great increase of 418,000 tons on that of last year, and is the highest on record. The previous record tonnage for merchant vessels (1,524,739 tons) was reached in 1901, and the present figures are 98,429 in excess of that total. As regards war vessels, however, the total for 1905 is 82,169 tons less than in 1901.

It may be mentioned that 99 per cent. of the tonnage launched has been built of steel, and that 98 per cent. is composed of steam tonnage.

Of the total output, 1,261,316 steam tons and 12,415 sailing tons, or 1,273,731 tons in all (nearly 78.5 per cent.) have been built for registration in the United Kingdom.

In this connection, it should be noted that the cases of United Kingdom vessel's lost, broken up, etc., during twelve months are shown by Lloyd's Register Wreck Returns for recent years to average 239,000 tons (188,000 steam, 50,000 sail). Sales to foreign and colonial owners for the twelve months ended November, 1905, according to the Registrar General's Returns, reached a total of 546,000 tons (457,000 steam, 89,000 sail), and during the same period 32 steamers of 42,779 tons were lost through capture in the late war by the Japanese and Russian Navies (11 steamers of 39,638 tons by Japan and one of 3,741 tons by Russia). On the other hand, 3,700 tons (3,400 steam, 300 sail) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 18,500 tons (15,500 steam, 3,000 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 123,000 tons, and the steam tonnage to have increased by 592,000 tons. The net increase of United Kingdom tonnage during 1905 is therefore about 469,000 tons. For the previous five years the estimated net increases were as follows—1900, 220,000 tons; 1901, 543,000 tons; 1902, 643,000 tons; 1903, 495,000 tons; 1904, 429,000 tons.

In 1905, 21.5 per cent. of the total output has been acquired by foreign and colonial ship owners, as compared with 18.4 per cent. in 1904, 18 per cent. in 1903 and 1902, 23 per cent. in 1901 and 1900, 19 per cent. in 1899, 22 per cent. in 1898, and 25 per cent. in 1897. Germany has provided in 1905 the largest amount of work for the shipbuilders of the United Kingdom, viz., 15 vessels of 85,620 tons (nearly 54 per cent. of the total output). Next comes Norway with 50,655 tons. The British Colonies occupy next place with 38,082 tons, and are closely followed by Austria-Hungary (33,221 tons), Sweden (33,097 tons), and Holland (32,761 tons).

The annual shipbuilding statistics of Lloyd's Register during recent years have illustrated the tendency towards the construction of steamers of large tonnage. During the four years, 1892-5, on an average eight vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1896-9, the average rose to 25 and to 39 for the four years 1900-3. Of vessels of 10,000 tons and upwards, only three were launched in the four years 1892-5; 17 were launched during the four years 1896-9; and 32 were launched during the four years 1900-3. In 1905, however, the number of vessels launched of 6,000 tons and upwards was only 15, three of which were of over 10,000 tons; but it again rose in 1905 to 25 vessels of which 4 were of 12,000 tons and above. At the present time there are under construction 37 vessels of 6,000 tons and upwards, of which 8 are of over 12,000 tons each. The largest steamers which have been launched during 1893 are the following:—*America* 22,724 tons gross; *Carmania* 19,524; *Nieuw Amsterdam*, 17,160; *Empress of Britain*, 14,550.

Of the principal shipbuilding centres of the country, Newcastle takes the lead, showing an output of 310,911 tons. Then follow in order Sunderland (305,669 tons), Glasgow (285,465 tons), Greenwich (239,121 tons), Belfast (142,641 tons), Middlesbrough (132,748 tons), and Hartlepool (24,066 tons). In warship tonnage the leading ports stand thus—Barrow (34,590 tons), Newcastle (31,335 tons), and Glasgow (31,559 tons).

The employment of the turbine method of propulsion to which attention has been drawn in previous statements is steadily increasing. During 1905 seven vessels fitted with steam turbines have been launched in the United Kingdom. Their names are as follows—*Caronia*, 19,524 tons gross; *Mauretania*, 5,100; *Bruselas*, 2,992; *Duplex*, 1,126; *Intruder*, 1,828; *Orion*, 1,671; *Viking*, 1,951. The five last mentioned are Channel steamers.

In addition to the two large express steamers for Cunard Company, there are at present under construction in the United Kingdom ten vessels of about 21,400 tons which are to be fitted with steam turbines.

The returns for the year under review include 122 vessels of the turbine-deck type; 131 steam tugs (one of which—the largest yet built—is of 363 tons), and other fishing vessels; 30 dredgers, barges, etc.; 30 tugs; 15 yachts; and other vessels designed for special service. Besides these, 45 vessels, varying in tonnage from 10 tons to 1,310 tons, and principally intended for river and harbour purposes, have been built in the United Kingdom and taken to pieces for shipment abroad.

As regards the movement of the shipbuilding industry during the course of 1905, Lloyd's Register returns show that, at the opening of the year, prospective to the work in hand, 1,049,860 tons (1,03,788 steam, 12,72 tons) were being built in the United Kingdom. The returns for the March quarter indicated an increase of nearly 202,000 tons in the work in hand; and the June and September figures were better still, and at the present time the work in progress (viz., 1,355,51 tons) is more by 306,000 tons, or over 29 per cent., than it was twelve months ago, and has reached to within 58,000 tons of the work in hand in September, 1905, when the highest figure recorded in the history of the shipbuilding industry were attained. As regards the amount of war ship tonnage under construction, the country the highest total recorded by Lloyd's Register was reached in March, 1905, when 454,000 tons displacement were in hand. The total is now 262,025 tons.

COLONIES AND FOREIGN COUNTRIES.

From the tabular statistics showing number of vessels (over 100 tons) built at colonial and foreign ports during 1905, it appears that there have been built during the year, 525

steamers of 801,705 tons, and 256 sailing vessels of 90,049 tons, in addition to 90 war vessels of 234,310 tons displacement. These figures show an increase of about 109,000 tons as regards merchant vessels as compared with those for 1904. This increase which affects the output of most countries is not, however, shared by the British Colonies, nor France, the total tonnage of the former showing a reduction for the year of 20,400 tons. Among foreign countries, the three leading places are held by the United States of America (303,000 tons), Germany (255,000 tons), and France (73,300 tons).

The total output of war vessels shows a reduction of about 74,400 tons displacement on the figures for the preceding year.

The total mercantile tonnage reported from the United States shows an increase of over 64,000 tons on that of the previous year, which accounts for 38 per cent. of the total increase in the colonial and foreign output for 1905. The most noticeable feature in the output for the United States is the enormous increase which has taken place in the tonnage built for services on the Great Lakes, which from an average of 163,000 tons for the years 1901-3, had fallen to 49,000 tons in 1904, and has now reached the record total of over 195,000 tons. This total includes no less than 20 steamers of over 6,000 tons gross, whilst it may be mentioned that only 3 sea-going steel steamers between 2,000 and 3,000 tons) were launched on the Great Lakes during 1905.

The output of mercantile tonnage in the United Kingdom during 1905 shows the great increase of 418,000 tons on that of last year, and is the highest on record. The previous record tonnage for merchant vessels (1,524,739 tons) was reached in 1901, and the present figures are 98,429 in excess of that total. As regards war vessels, however, the total for 1905 is 82,169 tons less than in 1901.

It may be mentioned that 99 per cent. of the tonnage launched has been built of steel, and that 98 per cent. is composed of steam tonnage.

Of the total output, 1,261,316 steam tons and 12,415 sailing tons, or 1,273,731 tons in all (nearly 78.5 per cent.) have been built for registration in the United Kingdom.

In this connection, it should be noted that the cases of

United Kingdom vessel's lost, broken up, etc., during twelve months are shown by Lloyd's Register Wreck Returns for recent years to average 239,000 tons (188,000 steam, 50,000 sail).

Sales to foreign and colonial owners for the twelve months ended November, 1905, according to the Registrar General's Returns, reached a total of 546,000 tons (457,000 steam, 89,000 sail), and during the same period 32 steamers of

42,779 tons were lost through capture in the late war by the Japanese and Russian Navies (11 steamers of 39,638 tons by Japan and one of 3,741 tons by Russia). On the other hand, 3,700 tons (3,400 steam, 300 sail) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 18,500 tons (15,500 steam, 3,000 sail). The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Peniche (St. Nazaire), and five other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Pamir*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 33,000 tons on that of 1904.

The tonnage launched in France (73,300 tons) shows a decrease of 8,00

NEW ADVERTISEMENTS

COMPRODOR WANTED.

WANTED IMMEDIATELY — A COMPRODOR for Mercantile Business. Cash \$10,000 and Security.

Apply —

"BUSINESS,"
Care of "Daily Press" Office,
Hongkong, 1st March, 1906. [521]

WANTED.

COMPRADE for supply of FOOD to the ROYAL NAVAL CANTEEN for one year from 1st April, 1906.

Terms of Agreement, etc., can be obtained from the Manager at the Canteen.

Applications will be received not later than 8th March, and should be sealed and addressed to HON. TREASURER, R. N. CANTINE, Blue Buildings.

Hongkong, 1st March, 1906. 522

TO LET.

IMMEDIATE POSSESSION.

A FOREIGN DWELLING HOUSE, one or whole. Spacious Rooms. Pantry and Bath Rooms included with Kitchen and Servants' Quarters down below. Rent Moderate.

Apply to —

N. MODY & Co.,
51 & 56, Queen's Rd. Central.
Hongkong, 1st March, 1906. [523]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRAYA EAST.

A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIPPON TERRACE.

Apply to —

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. 524

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Head Office:—AMSTERDAM.

THE BANK has opened a BRANCH OFFICE in QUEEN'S BUILDING, Chater Road, No. 5, which will be open for the transaction of Banking Business of every description.

L. ENGEL,

Agent.
Hongkong, 1st March, 1906. 525

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3750,000),

RESERVE FUND ... FL. 5,000,000 (2417,000).

HEAD-OFFICE in AMSTERDAM.

HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Sampan, Sourabaya, Choribon, Tegal, Pecalongan, Pasercoran, Tjilatap, Padang, Medan (Del), Palembang, Kota Radja, (Acheen) Tuik-Sumawe, (Acheen) Bandjermasin.

Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c. &c.

LONDON BANKERS:—

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.

do. 6 do. 4% do.

do. 3 do. 4% do.

L. ENGEL, Agent.

Hongkong, 1st March, 1906. 526

By ORDER of the MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On MONDAY,

the 12th March, 1906, at 3 o'clock in the afternoon, at their SALES ROOMS, in Ice House Street.

IN ONE LOT THE VALUABLE LEASE HOLD PROPERTIES registered in the Land Office as

INLAND LOT No. 376 and FARM LOT No. 65.

These properties comprise No. 4, SEYMORE ROAD and house now in course of erection known as "GLENSEKIN." The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$88.

Particulars and Conditions of Sale may be obtained from the undersigned.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st March, 1906. 528

[By ORDER of the MORTGAGEE].

PARTICULARS AND CONDITIONS OF SALE OF

VALUABLE LEASEHOLD PROPERTY, Known as "THE METROPOLIS HOTEL," to be sold by

PUBLIC AUCTION,

On THURSDAY,

the 15th day of March, 1906, at 3 P.M., at his SALES ROOM, by Mr. GEO. P. LAMMERT,

Auctioneer.

BEING all that piece or parcel of ground situated at Shaukiwan Road, Victoria, Hongkong, containing an Area of 207,900 square feet and known and registered in the Land Office as Land Lot No. 1705. The said premises are held for the term of 999 years granted by a Crown Lease dated the 1st day of February, 1904, Subject to the payment of the Annual Crown Rent of \$478 and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.

For further particulars and conditions of sale apply to

F. X. D'ALMADA & CASTRO,

Vendor's Solicitor,

or to

MR. GEO. P. LAMMERT,

Auctioneer.

Hongkong, 1st March, 1906. 529

NEW ADVERTISEMENTS

S. MOUTRIE & CO. LTD.

SOLE AGENTS FOR ROSENKRANZ PIANOS
NEW MODEL IN SOLID CASES,
PRICE \$425.

UPLIGHT GRANDS,
By HOFF & CO.
SPECIALY PREPARED FOR EXTREME CLIMATES.
PRICE \$420.

PIANOS,
"OUR OWN MAKE."
From \$240.

PIANOS FOR HIRE,
From \$10 PER MONTH.

A Large Stock of
GRAMOPHONES,
DISC RECORDS
AND
MUSICAL INSTRUMENTS.

S. MOUTRIE & CO. LTD.,
York Building, Chater Road.
Hongkong, 1st March, 1906. 527

DOUGLAS SHIPMENT COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodges, will be despatched for the above Ports on MONDAY, the 5th March, at 5 P.M.

For Freight or Passage apply to
DOUGLAS LAPEAK & CO.,
General Managers.
Hongkong, 28th February, 1906. 519

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"Dacia,"

Captain Brock, will be despatched for the above Ports on MONDAY, the 5th March, at 5 P.M.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st March, 1906. 530

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Services between Hongkong and South American ports.

THE Company's Chartered Steamship

"GLENFARG,"

5,600 tons, will be despatched for CALLAO (Peru) on or about 10th April, 1906, at NOON.

For further information as to Freight and Passage apply to

K. MATSUOKA,
YOKOHAMA.

Hongkong, 1st March, 1906. 531

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO' AND LONDON.

THE Steamship

"GLENEARNS."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 6th March will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

R. T. D. SAYLE,
Hon. Sec. Hongkong Philharmonic Society,
Care of The Wharf & Godown Co., Ltd.
Hongkong, 27th February, 1906. 532

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, Marseilles, Antwerp.

Italy.

Singapore.

Optional goods will be landed here unless instructions are given to the contrary, within 6 hours.

Goods not cleared by 7th March, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 28th February, 1906. 533

ENTERTAINMENTS

THEATRE ROYAL, HONGKONG.

LAST FIVE NIGHTS.

BANDMANN OPERA CO.
BY SPECIAL ARRANGEMENT WITH
MR. GEORGE EDWARDES'

TO-NIGHT (THURSDAY), 1st MARCH

EARL AND THE GIRL.

TO-MORROW (FRIDAY), 2nd MARCH,

THE BELLE OF NEW YORK.

SATURDAY, 3rd MARCH,

GRAND MATINEE.

"ALADDIN,"

at 3 P.M., at the usual prices.

Children half-price to any part of the Hall.

SATURDAY NIGHT,

CHARLEY'S AUNT.

Proceeds by prologue of

IL PAGLIACCIO, by M. E. ATWELL.

MONDAY, 5th MARCH,

SPRING CHICKEN

FAREWELL PERFORMANCE,

TUESDAY, 6th MARCH,

VERONIQUE.

Plan at the ROBINSON PIANO CO., LTD.

Doors Open at 8.30. Commence at 9 P.M.

Late Cars to Peak will run nightly

BANKS

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.INCORPORATED BY ROYAL CHARTER, 1855.
HEAD OFFICE—LONDON.CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHAREHOLDERS £300,000
RESERVE FUND £575,000INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.
On Fixed Deposits for 12 months 4% per cent

" " 6% " 34% "

" " 3% " 24% "

" " T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. 114

HONGKONG & SHANGHAI BANK
INCORPORATIONPAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE 9,500,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000COUNCIL OF DIRECTORS.
A. HAUPT, Esq.—Chairman.
Hon. Mr. C. W. DICKSON—Deputy Chairman.
E. Goetz, Esq. E. Shelling, Esq.
C. R. Lempriere, Esq. N. A. Sieb, Esq.
G. H. Medhurst, Esq. Hon. Mr. R. Shawan
A. J. Raymond, Esq. H. A. W. Slade, Esq.
F. Salinger, Esq.CHIEF MANAGER
Hongkong—J. R. M. SMITHMANAGER
Shanghai—H. E. R. Hunter.LONDON BANKERS—LONDON AND COUNTIES
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per
cent per annum on the daily balance.
On FIXED DEPOSITS.For 3 months, 2% per cent per annum.
For 6 months, 3% per cent per annum.
For 12 months, 4% per cent per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 26th February, 1906. 21

DEUTSCH-ASIATISCHE BANK.

AUTORISED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.BRANCHES—
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinanfu, Tsingtao, Yokohama.Founded by the following Banks and
Bankers—
KOENIGLICHE SEEHANDLUNG (PREUSSISCHE
STAATSBANK) Berlin.DIRECTION DER DISCONTO-
GESELLSCHAFT

DEUTSCHE BANK

S. BLEICHROEDER

BERLINER HANDELS-
GENSCHLACHTBANK FUER HANDEL UND
INDUSTRIE

ROBERT WARSCHAUER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD &

SOHNE

JACOB S. H. STEIN

NORDDEUTSCHE BANK IN HAMBURG, Hamburg

SAL OPPENHEIM, JR. & CO., Koen.

BAYERISCHE HYPOTHEKEN-UND WECHSEL-
BANK, MUNCHEN.

LONDON BANKERS:

MESSRS. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager.

Hongkong, 9th September, 1905. 27

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTORISED CAPITAL £1,500,000

SUBSCRIBED £125,000

PAID-UP £62,500

RESERVE FUND £10,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at

the rate of 2% per annum on the Daily balance.

On FIXED DEPOSITS—

For 12 months 4%.

" " 3 " 34%.

" " 2 " 24%.

A. R. LINTON,
Acting Manager.

Hongkong, 30th June, 1905. 28

THE YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1860.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP 15,000,000

CAPITAL UNCALLED 5,000,000

RESERVE FUND 2,940,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo Kobe Nagasaki

Osaka Lyons New York

London Honolulu Bombay

San Francisco Tientsin Newchow

Shanghai Peking Mukden

Daiy Port Chefoo Tieling

Port Arthur

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent

per annum on the daily balance.

On fixed deposits for 12 months 4% per cent

" " 6% " 4% "

" " 3% " 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd May, 1905. 27

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Interest on Deposits is allowed at 3% per cent per annum.

Deposits may be transferred at their option, balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. 24

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL, SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIPER, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Kobo Tainan

Anping Nagasaki Tamsui

Fuchow Osaka Tokio

Keelung Shanghai Yokohama

HONGKONG OFFICE:

3, DES VŒUX ROAD.

Interest allowed on Current Account.

Deposits received on terms which may be learned on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November 1904. (2478)

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China

the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS

AUTORISED £10,000,000

CAPITAL PAID UP £3,250,000

RESERVE FUND £3,250,000

HEAD OFFICE: New York.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,
LIMITED,UNITED, LONDON AND SMITH'S BANK,
LIMITED,

BRITISH LINEN COMPANY BANK

The Corporation transacts every description

of Banking and Exchange business, receives

money in Current Account and accepts Fixed

Deposits at the following rates:

For 12 months 4% per cent per annum.

6% " 4% "

3% " 3% "

H. PINCKNEY,
Manager.

9, Queen's Road, Central, 252

HONGKONG BUSINESS DIRECTORY.

IRON MERCHANTS.

SINGON & CO., Metal and Hardware

Merchants, Wholesale and Retail

Ironmongers, Pig Iron and Foundry

Coke Importers, General Store

keepers and Commission Agents

38 & 39, Hing Loong Street,

(1st Street, West of Central

Market), Telephone No. 515.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.

Bromide and Crayon Enlargements and

also colouring Photos and relief Photo-

Views of China and Mania. Work

done for Amateurs, 1/2c. 8a, Queen's

Road Central.

PRINTING.

DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS

K. YONG SANG & CO.,

Shipchandlers, Sailmakers, Provisioners,

Coal Merchants, Hardware, Engineers

Tools, Metal, Iron and Steel Merchants

57 & 59, Connaught Road, New

Praya Central.

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DO-K"

A. J. A. B. C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length 722 feet

Length on Blocks 714 "

Width of Entrance on Top 96 "

Width of Entrance on Bottom 88 "

Water on Blocks at Spring Tide 34 "

DOCK No. 1.

Extreme Length 523 feet

Length on Blocks 513 "

Width of Entrance on Top 88 "

Width of Entrance on Bottom 77 "

Water on Blocks at Spring Tide 26 "

DOCK No. 2.

Extreme Length 371 feet

Length on Blocks 358 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are

SHIPPING.

ARRIVALS.

BOLENO, German str., 1,344, F. Sembill, 27th February—Saudakan 22nd Feb., Timber and General—Melchers & Co.
DAIGI MARU, Japanese str., 857, G. Tagami, 28th Feb.—Tamsui, Amoy and Swatow 27th Feb., General—Osaka Shosen Kaisha.
EASTERN, British str., 3,586, G. H. Powell, 28th Feb.—Yokohama via Kobe and Moji 17th Feb., General—Gibb, Livingston & Co.
GLENNAIRN, British str., 2,854, W. Houghton, 28th Feb.—London 16th Jan., General—McGregor Bros. & Gov.
HUNICLOW, British str., 1,287, Speed, 28th Feb.—Shanghai via Amoy 23rd Feb., General—Butterfield & Swire.
HONG BEE, British str., 2,056, H. Peters, 28th Feb.—Penang 19th Feb., and Singapore 22nd, General—Chinese.
KAIKOKU, British str., 987, E. Finlayson, 28th Feb.—Ulelo 24th Feb., Sugar—Butterfield & Swire.
KANSU, British str., 1,142, Brown, 28th Feb.—Amoy 27th Feb., Coal—Butterfield & Swire.
KWONGHUNG, British str., 1,428, W. P. Baker, 28th Feb.—Shanghai via Swatow 24th Feb., General—Jardine, Matheson & Co.
SHAONING, British str., 1,307, Northcombe, 28th Feb.—Shanghai 24th Feb., General—Butterfield & Swire.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

February 28th.

Clara Jelben, German str., for Saigon.
Fri, Nov 28th, German str., for Chefoo.
Hailan, French str., for Hainan.
Helene, German str., for Hainan.
Hinrang, British str., for Swatow.
Huichow, British str., for Canton.
Kioei Maru, Japanese str., for Moji.
Kwongpong, British str., for Canton.
Oarja, German str., for Macassar.
Pakiat, German str., for Swatow.
Shoading, British str., for Canton.
Yunnan, British str., for Manila.

DEPARTURES.

February 28th.

CHOWFA, German str., for Bangkok.
ELLEBEE, German str., for Tsingtao.
FERNKENE, British str., for Kobe.
HAIFUN, British str., for Swatow.
MAUSANG, British str., for Sandakan.
NINGPO, British str., for Ningpo.
ONHANG, British str., for Calcutta.
ST. BREDA, British str., for London.
SPEZIA, German str., for Hamburg.
SUMATRA, British str., for London.
TULLINGW, Dutch str., for Macassar.
TREMONT, American str., for Tacoma.
TWINAN, British str., for Australia.
ZIETEN, German str., for Europe.

SHIPPING REPORTS.
The British str. *Kaisong* reports: Strong N.E. breeze and high sea from lat. 19 N.
The British str. *Easterly* reports: Experienced moderate to strong N.E. monsoon with moderate following sea and overcast sky throughout.
The German str. *Borneo* reports: Fine weather from Sandakan to lat. 19 N. From lat. 19 N. to port heavy rough sea and heavy wind from N.E.

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATCON APCAR."
Captain E. Fey, will be despatched for the above Ports TO DAY, 1st March, at 3 P.M., instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASOON & CO., LTD.,
Agents.
Hongkong, 27th February, 1906. [488]

FOR VLADIVOSTOK VIA SHANGHAI AND NAGASAKI.

THE Steamship

"DAPHNE."
Captain Schipper, will be despatched for the above Ports on MONDAY, 5th March, at Noon.
The steamer has superior accommodation for Passengers.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 1st March, 1906. 500



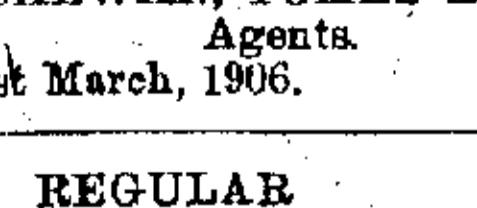
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, BOMBAY,
RANGOON, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ and PORT
SAID.
(Taking cargo at through rates to the BRAZIL,
to SOUTH AFRICA, PERSIAN GULF, Red
SEA, EGYPT, SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship
"AUSTRIA,"
Captain Colodani, will be despatched as above
on MONDAY, the 5th March.
This Steamer has splendid accommodation for
passengers, electric light and carries a doctor
and stewardess.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents,
Prince's Buildings.
Hongkong, 2nd February, 1906. [3]

THE ORIENTAL PACIFIC LINE

FOR SAN FRANCISCO VIA PORTS.
THE Steamship

"SEMINOLE"
Tons 6,000, will be despatched on the 7th March at 5 P.M.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st March, 1906. 300



VIA PORTS AND SUEZ CANAL
WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP SERVICE TO NEW

YORK

STEAMSHIP

OCEAN STEAMSHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 1st March.	
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th March.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 17th March.	
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.	

HOMEWARDS.

FOR	STEAMERS	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March	
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.	
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.	
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.	
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.	

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & al. PACIFIC COAST PORTS	"KEEMUN"	On 19th March.	
NAGASAKI, KOBE and YOKOHAMA	"OANFA"	On 25th February.	

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

[9.10]

Hongkong, 30th January, 1906.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KASHING"	On 5th March.
SHANGHAI	"SHAOHSING"	On 5th March.
YOKOHAMA and KOBE	"CHANGSHA"	On 6th March.
MANILA	"TAMING"	On 6th March.
SWATOW, MANILA, CEBU & ILOILO	"KAIKONG"	On 6th March.
NEWCHWANG	"HUICHOW"	On 7th March.
CEBU and ILOILO	"SUNGKUANG"	On 9th March.
MANILA, PORT DAB-		
WIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 26th March.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		[11]

Hongkong, 28th February, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.	LEAVING	
TAMSUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 4th Mar.	
TAMSUI VIA SWATOW AND AMOY	"DALIJIN MARU"	SUNDAY, 11th Mar.	
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"ANPING MARU"	THURSDAY, 8th Mar.	
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"SHOSHIOU MARU"	THURSDAY, 15th Mar.	
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 7th Mar., at 10 A.M.	

These steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central, Hongkong, 24th February, 1906.

T. ARIMA, Manager. [14]

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. EINDE, On THURSDAY, 15th MARCH, 1906.

"DAKOTA," Captain E. FRANCIS, On MONDAY, 23rd APRIL, 1906.

Conveying cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.

These steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable cargo; PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS TO Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS.

[10]

Hongkong, 20th December, 1905.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

STEAMERS	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY
PRINZESS ALICE	14th March	23rd March	11th April	25th April	9th May	23rd May	6th June
BAUERN	23rd March	11th April	25th April	9th May	23rd May	29th May	14th June
PRINZ REGENT LUITPOLD	23rd March	11th April	25th April	9th May	23rd May	29th May	14th June
PRINZ EITEL FRIEDRICH	23rd March	11th April	25th April	9th May	23rd May	29th May	14th June
SACHSEN	23rd March	11th April	25th April	9th May	23rd May	29th May	14th June
PRINZ HEINRICH	23rd March	11th April	25th April	9th May	23rd May	29th May	14th June
ROON	23rd March	11th April	25th April	9th May	23rd May	29th May	14th June

ON WEDNESDAY, the 14th day of MARCH, 1906, at NOON, the Steamship "PRINZESS ALICE," Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 12th March. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

SHANGHAI, NAGASAKI, BAYERN.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

1st Class 2nd Class 3rd Class

£61 0 0 £42 0 0 £22 0 0

return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG

65 0 0 44 0 0 24 0 0

return 97 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ

64 0 0 44 0 0 26 0 0

via NAPLES, GENOA or GIBRALTAR

115 0 0 79 0 0 47 0 0

via BREMEN or SOUTHAMPTON

68 0 0 46 0 0 27 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOU VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

STEAMER	4763 tons	TUESDAY, 6th March.
WILLEHAD	3227 tons	TUESDAY, 3rd April.
PRINZ WALDEMAR	3302 tons	

POST OFFICE NOTICES.

The following may now be obtained at the General Post Office counter:—
Postal Guide of 1906 30 cents
Postage Due 20 cents

The *Bayern*, with the German mail, left Singapore on Tuesday, the 27th February, at 8 a.m., and may be expected here on or about Saturday, the 3rd inst., at 6 p.m.

The *Tonkin*, with the French mail of the 3rd February, left Singapore, on Monday, the 26th inst., at 4 p.m., and may be expected here on or about Monday, the 5th March. This packet brings replies to letters despatched from Hongkong on the 30th December.

A Mail for MACAO, is despatched on 8.30 a.m. *Wingchow* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Ships for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, NAMIAO, SAMSHUI, KUMCHUK, SAMSHUI, and WUCHOW are closed every weekday, at 5 p.m. On Sunday the mails are closed at 8 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PR	DATE
Amoy and Manila		Yuenang
Singapore		Yello
Singapore, Penang and Calcutta		Arratoon Appear
Amoy		Hongkong
Hoihow and Pakhoi		Jacob Diederichson
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)
Tientsin		Wosang
Swatow, Singapore and Bangkok		Angkin
Amoy, Singapore and Penang		Pelchaburi
Manila		Ridi
Manila, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Eastern
Tientsin		Ehang
Swatow, Amoy and Foochow		Huiching
Shanghai		Wuching
Shanghai, Nagasaki and Vladivostock		Daphne
Saigon and Looji		Kansu
Shanghai		Shaoching
Ningpo and Shanghai		Kashina
Shanghai		Kwongping
Shanghai, Yokohama and Kobe		Dacia
Manila, Simpsonbank, Friedrich Wilhelmshafen, Herberstein, Matupi, Briskino, Sydney and Melbourne		Willchad
EUROPE, &c., India via Tuticorin		TO-DAY.
(Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)		Regular Meeting of Zetland Lodge, Freemasons' Hall, 8.30 for 9 p.m.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		BENDINIAN: Opera Co., City Hall, 9 p.m.
Manila		VESSELS EXPECTED.
Yokohama and Kobe		THE GERMAN MAIL.
Swatow, Manila, Cebu and Iloilo		The I.G.M. str. <i>Bayern</i> left Singapore on Tuesday, at 8 a.m., and may be expected here on or about Saturday, the 3rd March, at 6 p.m.
THE AMERICAN MAIL.		The P.M. str. <i>Mongolia</i> left Yokohama on the 26th Feb., and is due here about 10th March.
THE FRENCH MAIL.		The P.M. str. <i>Tonkin</i> left Singapore on the 23rd inst., at 8 a.m.
The M.M. str. <i>Tonkin</i> left Singapore on the 26th Feb., at 4 p.m., for this port via Saigon.		THE CANADIAN MAIL.
The C.P.R. str. <i>Empress of China</i> left Vancouver, on Monday, the 19th Feb., p.m., for Hongkong via the usual ports of call.		The C.P.R. str. <i>Empress of China</i> left Vancouver, on the 22nd Feb., at 5 p.m., and may be expected here to-day.
MERCHANT SHIPS.		The O.S.S. & C.M. str. <i>Agamemnon</i> left Singapore on the 24th Feb., and is due here to-morrow.
The P. & O. str. <i>Sciova</i> left Singapore for this port on the 23rd inst., at 8 a.m.		The C.N. str. <i>Changsha</i> , from Australia, left Thursday Island on the 16th Feb., ports, left Thursday Island on the 16th Feb., and is due here to-morrow.
The A. & O. str. <i>Afghan Prince</i> , from New York, left Singapore on the 24th Feb., a.m., and is expected to arrive here on or about the 3rd March.		The C.N. str. <i>A. & O. Line</i> left Shanghai for this port on the 27th February, p.m., and is expected here on Saturday, the 3rd March, a.m.
The P. & O. str. <i>Agamemnon</i> left Singapore on the 24th Feb., and is due here to-morrow.		The A. & O. str. <i>Agamemnon</i> left Singapore on the 24th Feb., and is due here to-morrow.
THE D.L. str. <i>Stuttgart</i> is due here on Sunday, at 6 a.m., and str. <i>Geva</i> is due here on Sunday, at noon.		The C.N. str. <i>Geva</i> is due here on Sunday, at 6 a.m., and str. <i>Geva</i> is due here on Sunday, at noon.
The H.A.L. str. <i>Dacia</i> , from Hamburg, left Singapore for this port on the 27th Feb., a.m., and may be expected here on or about the 5th March, a.m.		The H.A.L. str. <i>Dacia</i> , from Hamburg, left Singapore for this port on the 27th Feb., a.m., and may be expected here on or about the 5th March, a.m.
The I.G.M. str. <i>Prinz Waldemar</i> left Sydney on Saturday at 3 p.m., and may be expected here on or about Saturday, the 10th March.		The I.G.M. str. <i>Prinz Waldemar</i> left Sydney on Saturday at 3 p.m., and may be expected here on or about Saturday, the 10th March.
The Indo-China str. <i>Kumsang</i> left Calcutta for this port via the Straits on the 23rd Feb., and may be expected here on or about the 12th March.		The Indo-China str. <i>Kumsang</i> left Calcutta for this port via the Straits on the 23rd Feb., and may be expected here on or about the 12th March.
The P. & A. str. <i>Nicomedes</i> left Portland on the 23rd Feb., and should arrive in Hongkong about the 13th March.		The G.N. Line str. <i>Minnesota</i> left Yokohama for this port on the 22nd Feb., at 10 a.m.
The P. & A. str. <i>Araonics</i> arrived at Yokohama on Thursday, the 22nd Feb.		The P. & A. str. <i>Araonics</i> arrived at Yokohama on Thursday, the 22nd Feb.
The Barber Line str. <i>Salamanca</i> sailed from New York for China and Japan on the 26th Jan.		The Barber Line str. <i>Salamanca</i> sailed from New York for China and Japan on the 26th Jan.
The Boston Tow Boat Co.'s str. <i>Lyre</i> sailed from Puget Sound for Hongkong via Saigon on the 18th Feb.		The Boston Tow Boat Co.'s str. <i>Lyre</i> sailed from Puget Sound for Hongkong via Saigon on the 18th Feb.
VESSELS IN DOCK.		February 28th.
ABERDEEN DOCKS.— <i>Fernandes Hermanos</i> , BOWCOON DOCKS.— <i>Tyr</i> , <i>Hyades</i> , <i>Vigilante</i> , EMPRESS OF JAPAN, <i>Likin</i> , <i>Nanning</i> , <i>Langshan</i> , <i>Charles Hardwick</i> , <i>Progress</i> , <i>Fulcan</i> , <i>Kwang Tang</i> .		JOINT STOCK SHARES.
COSMOPOLITAN DOCK.— <i>Shantung</i> , <i>Mackay</i> .		Hongkong, February 28th.

JOINT STOCK SHARES.

Hongkong, February 28th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Banks—		
Hongkong & Shai	\$125	\$860, ex. div. London, £91.10.
National B. of China	126	\$100, x. d.
A. Shares	126	\$88, buyers
Bell's Asbestos E. A.	126	\$84.
China Bazaar Co.	121	\$10, sellers
China Light & P. Co.	120	\$8, sellers
China Provident	120	\$19.
Cotton Mills—		
Ewo	118	\$15, buyers
Hongkong	118	\$15, buyers
International	118	\$10.
Lou Kung Mow	118	\$10.
Soyoch	118	\$10.
Dairy Farm	118	\$15, sellers
Docks and Wharves—		
Fairbairn, R. & Co.	118	\$124, buyers
H. & K. Wharf & G.	118	\$167, sellers
H. & W. Dock	118	\$166, sellers x. d.
New Amoy Dock	118	\$17.
S. H. & H. Wharf	118	\$180.
Fenwick & Co., Geo.	125	\$244, sellers
G. Island Cement	118	\$304.
Hongkong & C. Gas	120	\$176, buyers
Hongkong Electric	118	\$183, buyers
H. & New	118	\$183, sellers
H. H. L. Teamwork	118	\$165, buyers
Hongkong Hotel Co.	118	\$144, sellers
Hongkong Ice Co.	118	\$100.
Hongkong Kope Co.	118	\$102, buyers
H. K. S. Waterboat	118	\$10, sellers
Insurances—		
Canton	118	\$140, buyers
China Fire	118	\$88, buyers
China Traders	118	\$94, buyers
Hongkong Fire	118	\$120, sellers
North China	118	\$12, 92.
Union	118	\$750, buyers
Yangtze	118	\$175, buyers
Land and Building—		
Hongkong Land Inv.	118	\$118, sellers
Humphrey's Estate	118	\$11.75.
Kowloon Land & B.	118	\$137, sellers
Shanghai Land & B.	118	\$114.
West Point Building	118	\$63, sellers
Mining—		
Charbonnages	125	\$400.
Raubs	125	\$34.
Philippine Co.	118	\$5, buyers
Refineries—		
China Sugar	118	\$215.
Luzon Sugar	118	\$30, sellers
Steamship Companies—		
China & Manch.	125	\$21, buyers
Douglas Steamship	125	\$40, buyers
H. & Canton & M.	125	\$14, sellers
Indo-China S. N. Co.	118	\$57, sellers
Shell Transport Co.	118	24.
Do. Preference	118	23 10.
Star Ferry	118	\$32.
Do. New	118	\$2, 10.
Shanghai & H. D. Dyeing	118	\$20, sellers
South China M. Port	118	\$20, sellers
Steam Laundry Co.	118	\$7, sellers
Do.	118	\$3, sellers
Stores & Dispensaries		
Campbell, M. & Co.	118	\$38.
Powell & Co., Wm.	118	\$11, sales
Watkins	118	\$6, sellers
Watson & Co., A. S.	118	\$12, buyers
United Asbestos	118	\$4, 10, buyers
Do. Founders	118	\$160.
VEENON & SMYTH, Brokers.		

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1904
\$17,161,299.

I. AUTHORIZED CAPITAL, \$3,000,000
SUBSCRIBED CAPITAL, £1,760,000
PAID-UP CAPITAL, 687,500. 0 0

II. FIRE FUNDS, 3,001,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME'S & CO., Agents.

Hongkong, 30th June, 1905. 11567

AACHEN AND MUNICH FIRE INSURANCE COMPANY, OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 113

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSSSEN & CO., Agents.

Hongkong, 1st January, 1904. 29

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTEZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 350. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 29th November, 1902. 2349

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THE RISE in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. *Moctar*.

From Persian Gulf ex s.s. *B. I. S. N.* and *B. P. S. N.* Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 1st March, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.</